

Chief, Intelligence Information Staff, ORR 30 July 1958
ATTN : [REDACTED] 25X1A9a
THRU : Chief, Industrial Division, ORR
Chief, Aircraft Branch, D/I

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Requirements
the USSR

REF : St/I Notice #181

Requirements

4. Kuybyshev is the location of one of the largest aircraft production complexes in the USSR. Information regarding this complex is of continuing priority interest. If source has any knowledge of the following installations and their production, more detailed requirements will be submitted.

- a. Airframe Plant No. 1, believed to be producing the Badger (Tu-16) medium jet bombers.
- b. Airframe Plant No. 18, believed formerly to be the production site of the Bear heavy turboprop bomber, current production not known.
- c. Aircraft Engine Plant No. 24, believed to be producing turboprop engines.
- d. Three different plants for production of aircraft component parts, are believed to exist in Kuybyshev. Plant names, numbers and production items have not been firmly identified.

9. Source refers to an aircraft plant in Dnepropetrovsk. Was the plant involved with production of airframes, aircraft engines, or component parts for aircraft? What type or types? What was the plant name, number, production rate, location, size, labor force? How long has the plant been in existence?

14. What is the name and number of the aircraft plant in which source was employed? Was the plant involved with production of airframes, aircraft engines, or component parts for aircraft? What type or types? If as is suspected, source is referring to Plant No. 82 in Tushino, was the plant still involved with airframe production in

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1956? Were there any indications that the plant activity involved, or soon would involve guided missiles? Does source have information as to production rates, size of plant, size of labor force, number of shifts worked?

15. Aircraft industry plants are known to be located in Leningrad, Kiev, and Kharkov. Riga is the site of either a suspected aircraft engine test facility or an aircraft engine repair center. Can source identify any of the items he transported as airframes, parts of airframes, aircraft engines, or component parts for engines or aircraft? If so, can he identify the items, their points of origin (including plant number, name and location, if applicable) and their destinations.

25. The type of aircraft engine currently in production at Moscow Aircraft Engine Plant No. 45 is not known. Can source supply any information as to whether the new production, which probably began sometime in 1956 or 1957, involves turbojet or turboprop engines? What is the engine designation? Was the plant still producing some engines of the VK-1 series when source left? What is the name of the engine designer responsible for the engine currently in production at Plant No. 45? Is his design bureau located at the plant?

27. See No. 25.

57. Was source involved with preparations for production of the IL-18 at Moscow Airframe Plant No. 30? If not, had he heard of plans for such production at this plant? When was production to begin? Was Ilyushin's Design Bureau located at or near the plant? If so, can source pinpoint the exact location and buildings? Is source quite sure of the designation IL-18 when he refers to helping out with production at Rybyshev Airframe Plant No. 1? Can he give a complete description of the IL-18 aircraft on which he worked at Plant No. 1, particularly as to type of engines? Does source refer to prototype construction, pre-series production, or actual series production when he uses the term "production"?

59. See No. 25.

60. See No. 25.

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62. See No. 57, section on Plant No. 30.

75. See No. 57, section on Plant No. 30.

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